

STATE ROUTE 32 SEGMENT FACT SHEET

PKm Ahead: 0.000
 PKm Back: 1.641
 Distance KM: 2.510

SEGMENT: GLE 1
 I-5 To County Papst Road

Ahead PM: 0.000
 Back PM: 1.020
 Miles: 1.560

Present Facility 4-Lane Conventional Highway from I-5 to Walker, 2-Lane

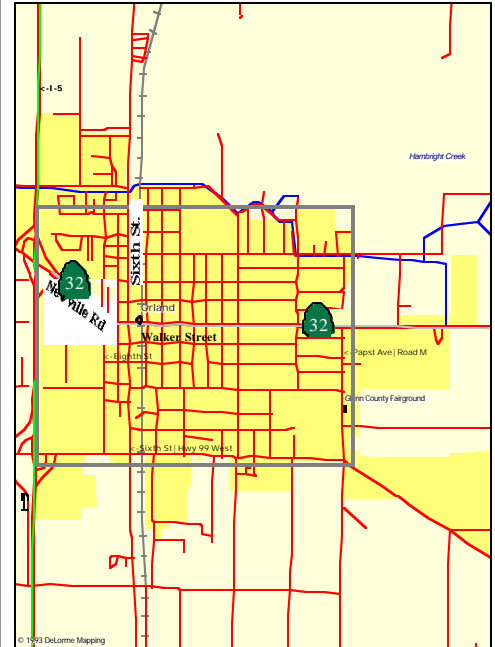
Concept Facility 4-Lane Conventional Highway from I-5 to Walker, 2-Lane

Ultimate Facility 5C: Four-lane conventional facility with continuous left turn lane.

Transportation Concept Improvements

Safety and operational improvements along with maintenance and rehabilitation will occur as needed.

Support local agency decisions regarding the realignment of State Route 32 to eliminate the two right angle turns at the signalized offset intersections of 6th and Walker(SR 32) Streets.



Levels of Service

Present LOS D

20-Year LOS No Build D

20-Year Concept LOS (Improved): E

General Plan LOS Standard

Plan Name LOS

City of Chico C

Description - Rationale - General Comments

The first portion of this segment is a four-lane conventional highway between the junction of I-5/32 Interchange and 6th and Walker Streets(State Route 32). The remaining portion of the segment (about three quarters of the total length) to County Road M is a two-lane conventional highway paved curb to curb. There are signalized intersections at 6th/State Route 32, Walker/State Route 32 and East Streets, as well as at the Southern Pacific Railroad crossing.

The City of Orland has identified traffic operational deficiencies due to the offset intersections on State Route 32 , i.e., Newville Road at 6th Street, and Walker Street (SR 32) at 6th Street. Large 8 to 16 wheel trailer trucks find the turns at these intersections difficult to negotiate resulting in operational problems.

Traffic on this segment is not projected to fall below the Concept LOS E before the year 2015 and no capacity improvements are necessary to achieve the route concept. However, the City of Orland proposes the construction of an "S" curve alignment to replace the offset alignment noted above. A Project Study Report (State Route 32) for this realignment project was completed by District 3 in 1991. The realignment of State Route 32 in the portion of Segment 1 was given first priority in the Glenn County Transportation Commission's (GCTC) 1994 Regional Transportation Improvement Program (RTIP).

Glenn Co. 1992 RTP, Reaffirmed 11-16-94	Realignment to eliminate two "T" intersections: Eighth Street to Sixth Street, Orland. PM .3 to .5 (Const. Year 1996, \$3.0M)	1994 RTIP	Realignment of SR 32 in Orland. CTC staff has indicated that this project will be funded out of the next STIP cycle.
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RTPA/ MPO	LOCAL PLANNING JURISDICTIONS	Air Quality
	Glenn County Transportation Commission, 777 North Colusa Street Willows, CA 95988-2298 Mr. Thomas Tinsley, Exec. Dir. Phone (916) 934-6530	The following information is a brief overview only. For specific environmental information, contact the Caltrans District 3 Environmental Offices. Air Basin: Sacramento Valley Air Basin
Air Quality District	GCAPCD P.O. BOX 351 720 NORTH COLUSA STREET WILLOWS, CA 95988 APCO - ED ROMANO 934-6500	Federal Air Quality Non-Attainment Designations:
	C0: None	OZONE: None
		PM10: None

Land use immediately adjacent to SR 32 is principally zoned and developed commercial with some residential uses in transitioning areas. Both the Glenn County and the City of Orland General Plans anticipated continued growth in both residential and commercial land uses over the 20-year period.

Modal options

Jimmies Cab - Intra - and Inter-city
Dial-A-Ride service between Orland and Willows.

Greyhound Bus Lines - Provides service to Orland,
Hamilton City and Chico on a regular basis (not a
commuter service).

Highway Log Right of Way Information

Average Median Width:	<u>0.00</u>	Meters	Average Lane	<u>3.66</u>	Meters	Average Shoulder	<u>0.00</u>	Meters	No. Lanes:	<u>2</u>
General Comments:			Widths:			Widths:				

Functional Classification and Highway Designation

Functional Classification: <u>Primary Arterial</u>			
NHS	0	0= Non NHS, 1= Interstate, 2= High Priority Route, 3 & 4 STRAHNET, 5= Other NHS, 6= High Priority & STRAHNET, 7= NHS Connector	Freeway/Expressway
Scenic	0	0=Non Scenic, 1 =Officially Designated, 2= Eligible	Nat'l Truck Network
Life Line	0	0=Non Life Line, 1=Life Line Route	IRRS

0= Non F&E, 1= F&E, 2= F&E Unconstructed
0=Non NTN, 1 =NTN STAA Trucks, 2= Terminal Access Rte.
0=Non IRRS, 1 =IRRS, 2= IRRS Unconst, 3=Non IRRS, unconst

Traffic Analysis and Highway Information

<u>Year</u>	<u>AADT</u>	<u>PeakHourly Volumes</u>	<u>V/C Ratio</u>	<u>LOS</u>	Traffic Analysis Comments
1995	9,900	900	.37	D	
2005	10,700	970	.40	D	
2015	11,500	1,040	0.43	E	

% Traffic Growth/Yr:	<u>1.9%</u>	Land Use:	Future 20-Year Land Use:
Terrain:	<u>Level</u>	Peak Period Dir Split:	<u>60%</u>
Total Accident Rate vs Statewide Average:	<u>124%</u>	Fatalities + Injuries Acc Rate vs Statewide Avg:	<u>124%</u>
		Daily Truck %:	
		Peak Period Truck %:	<u>9%</u>

STATE ROUTE 32 SEGMENT FACT SHEET

PKm Ahead: 1.641
 PKm Back: 15.454
 Distance KM: 13.813

SEGMENT: GLE 2

County Road "M" To State Route 45 Jct.

Ahead PM: 1.020
 Back PM: 9.605
 Miles: 8.585

Present Facility 2-Lane Conventional Highway

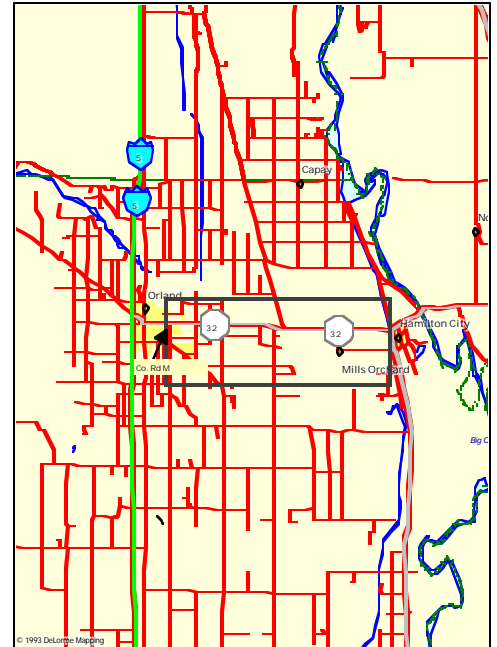
Concept Facility 2-Lane Conventional Highway

Ultimate Facility 2-Lane Conventional Highway

Transportation Concept Improvements

Bring SR 32 up to 12.19m standards where feasible.

Safety and operational improvements along with normal maintenance and rehabilitation will occur as needed. Work with Glenn County to assist them in completing and implementing a gravel management plan for the Stony Creek area.



Levels of Service

Present LOS C
 20-Year LOS No Build D
 20-Year Concept LOS (Improved): E

General Plan LOS Standard

Plan Name LOS
 1994 Glenn Co. General Plan C

Description - Rationale - General Comments

This segment of State Route 32 is a two-lane conventional highway between County Road "M" in Orland and the junction of State Route 45 in Hamilton City. Most of the daily trips on this segment are inter-regional travel between I-5 and the Chico urban area and State Route 99.

The Stony Creek Bridge (State Route 32) experienced significant stream bed degradation which will require major restoration of the footings and foundations to maintain the structural integrity of the bridge or total bridge replacement. The continued degradation beneath the Stony Creek Bridge is a major concern and will require constant monitoring of the stream bed, gravel mining and land use along Stony Creek to identify and to prevent further damage to the bridge structure. It is recommended that the Stony Creek Gravel Management Plan be completed and implemented by the County. (Ref: May 1993 GCTC meeting).

Only normal maintenance and rehabilitation should be needed on this segment to maintain the LOS standard of over the next 20 years.

Projects Programmed/Funded (RTIP/STIP/SHOPP)

Projects Listed in Local Long-Range Planning Documents i.e. MTPs, RTPs are not considered to be programmed

Glenn Co. 1994 RTP	Widen to 40' standards Co. Road M-Q; Widen to 40' from Q Street to SR 45.	1998 PSTIP	Replace SR 32/Stony Creek Bridge, Cost: \$8.0 Million
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LOCAL PLANNING JURISDICTIONS

**RTPA/
MPO**

Glenn County Transportation Commission
777 North Colusa Street
Willows, CA 95988-2298
Mr. Thomas Tinsley, Exec. Dir.
Phone (916) 934-6530
FAX: (916) 934-6522

**Air
Quality
District**

GCAPCD P.O. BOX 351 720 NORTH
COLUSA STREET WILLOWS, CA 95988
APCO - ED ROMANO 934-6500

Air Quality

The following information is a brief overview only. For specific environmental information, contact the Caltrans District 3 Environmental Offices.

Air Basin: Sacramento Valley Air Basin

Federal Air Quality Non-Attainment Designations:

CO:	None	OZONE:	None	PM10:	None
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Land Use

The land use along this segment is predominantly zoned agricultural with limited commercial uses. There are several residential developments being proposed that will affect State Route 32 east of Orland near the segment's terminus west of Hamilton City. Moderate growth, most of which will be residential, is expected in Orland and Hamilton City area over the next 20 years. The remainder of this segment should remain agricultural.

Modal options

Greyhound Bus Lines - Provides service to Orland, Hamilton City and Chico on a regular basis (not a commuter service).

Highway Log Right of Way Information

Average Median Width: 0.00 Meters **Average Lane Widths:** 3.66 Meters **Average Shoulder Widths:** 1.22 Meters **No. Lanes:** 2

General Comments:

Functional Classification and Highway Designation

Functional Classification: Principal Arterial

NHS **0** 0= Non NHS, 1= Interstate, 2= High Priority Route, 3 & 4 STRAHNET, 5= Other NHS, 6= High Priority & STRAHNET, 7= NHS Connector

Freeway/Expressway **0** 0= Non F&E, 1= F&E, 2= F&E Unconstructed

Scenic **0** 0=Non Scenic, 1 =Officially Designated, 2= Eligible

Nat'l Truck Network **0** 0=Non NTN, 1 =NTN STAA Trucks, 2= Terminal Access Rte.

Life Line **0** 0=Non Life Line, 1=Life Line Route

IRRS **0** 0=Non IRRS, 1 =IRRS, 2= IRRS Unconst, 3=Non IRRS, unconst

Traffic Analysis and Highway Information

<u>Year</u>	<u>AADT</u>	<u>PeakHourly Volumes</u>	<u>V/C Ratio</u>	<u>LOS</u>	Traffic Analysis Comments
1995	7,300	640	.26	C	
2005	9,300	820	.34	C	
2015	11,400	1,000	0.41	E	

% Traffic Growth/Yr: 1.75%

Land Use:

Future 20-Year Land Use: RUR/RES

Terrain: Level

Peak Period Dir Split: 60%

Daily Truck %: 9%

Total Accident Rate vs Statewide Average: 64%

Fatalities + Injuries Acc Rate vs Statewide Avg: 59%

Peak Period Truck %: 7%

STATE ROUTE 32 SEGMENT FACT SHEET

PKm Ahead: 15.454
 PKm Back: 17.554
 Distance KM: 2.100

SEGMENT: GLE 3
 Jct Rte 45 To Glenn/But Co. Line

Ahead PM: 9.605
 Back PM: 10.910
 Miles: 1.305

Present Facility 2-Lane Conventional Highway

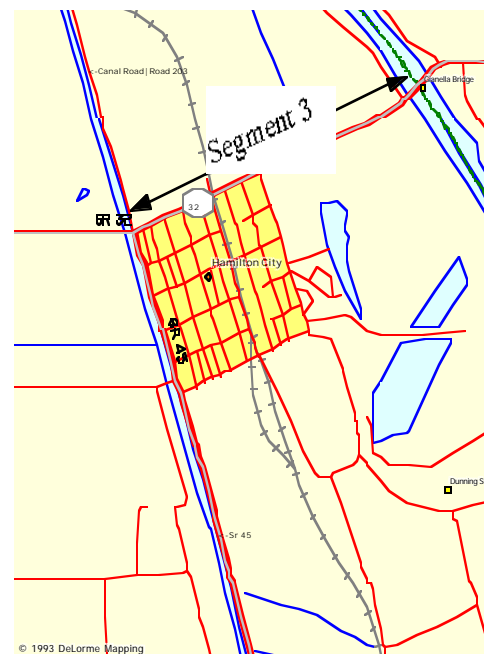
Concept Facility 4-Lane Conventional Highway

Ultimate Facility 5C - 4-Lane Conventional Highway with left-turn channelization

Transportation Concept Improvements

Widen facility to four-lane conventional standards with left-turn channelization where needed.

Consider consolidating access points along this segment to reduce turning conflicts.



Levels of Service	
Present LOS	D
20-Year LOS No Build	E
20-Year Concept LOS (Improved):	D
General Plan LOS Standard	
Plan Name	LOS
1994 Glenn County G.P.	C

Description - Rationale - General Comments

This segment of State Route 32, is a two-lane conventional highway between the junction of State Route 45 at the northwest corner of Hamilton City and the Glenn/Butte County line.

Along State Route 32, from the Junction of State Route 45 to Sacramento Avenue in Hamilton City, there is continuous left-turn channelization to access commercial business and residences. Turning movements from and into the channelization creates operational delays along this portion of State Route 32. These left turn movements delay mainline traffic on State Route 32 which will operate at LOS D until the year 2015 when it is anticipate to fall to LOS E.

The facility should be widened to four-lane conventional standards with left-turn channelization as funding becomes available.

A bypass of State Route 32 to the north of Hamilton City is identified in the 1996 Glenn County Regional Transportation Plan (1994 reaffirmed 11/95) as a possible alternative to future transportation problems. However, until adequate funding can be made available, this bypass does not appear to be a viable alternative.

Projects Programmed/Funded (RTIP/STIP/SHOPP)

Projects Listed in Local Long-Range Planning Documents i.e. MTPs, RTPs are not considered to be programmed

1994 Butte Co. CMP Update	Widen/Add shoulders & passing lanes from Rock Creek Br. to Cable Draw Br.	Butte Co. 1994 MTP	Construct Bypass Muir Ave. to Jct. of SR 99 @ Eaton Road \$24.3 mil.
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LOCAL PLANNING JURISDICTIONS

**RTPA/
MPO**

Glenn County Transportation Commission,
777 North Colusa Street
Willows, CA 95988-2298
Mr. Thomas Tinsley, Exec. Dir.
Phone (916) 934-6530

**Air
Quality
District**

GCAPCD P.O. BOX 351 720 NORTH
COLUSA STREET WILLOWS, CA 95988
APCO - ED ROMANO 934-6500

Air Quality

The following information is a brief overview only. For specific environmental information, contact the Caltrans District 3 Environmental Offices.

Air Basin: Sacramento Valley Air Basin

Federal Air Quality Non-Attainment Designations:

CO: None **OZONE:** None **PM10:** None

Land Use

The land use along this segment of State Route 32 is residential with some commercial development. Moderate growth is expected over the next 10 to 20 years as indicated in the Glenn County General Plan.

Modal options

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Highway Log Right of Way Information

Average Median Width: 0.00 Meters **Average Lane Width:** 3.66 Meters **Average Shoulder Width:** 1.22 Meters **No. Lanes:** 2
General Comments:
 Shoulders: 0.0 for the first .152m and 2.44m for the remainder

Functional Classification and Highway Designation

Functional Classification: Principal Arterial

NHS **0** 0= Non NHS, 1= Interstate, 2= High Priority Route, 3 & 4 STRAHNET, 5= Other NHS, 6= High Priority & STRAHNET, 7= NHS Connector

Freeway/Expressway **0** 0= Non F&E, 1= F&E, 2= F&E Unconstructed

Scenic **0** 0=Non Scenic, 1 =Officially Designated, 2= Eligible

Nat'l Truck Network **0** 0=Non NTN, 1 =NTN STAA Trucks, 2= Terminal Access Rte.

Life Line **0** 0=Non Life Line, 1=Life Line Route

IRRS **0** 0=Non IRRS, 1 =IRRS, 2= IRRS Unconst, 3=Non IRRS, unconst

Traffic Analysis and Highway Information

<u>Year</u>	<u>AADT</u>	<u>PeakHourly Volumes</u>	<u>V/C Ratio</u>	<u>LOS</u>	Traffic Analysis Comments
1995	10,400	1,000	.40	D	
2005	13,400	1,290	.52	D	
2015	16,400	1,580	0.63	D	

% Traffic Growth/Yr: 2.9%

Land Use:

Future 20-Year Land Use: RUR/RES

Terrain: Level

Peak Period Dir Split: 51%

Daily Truck %: 9%

Total Accident Rate vs Statewide Average: 151%

Fatalities + Injuries Acc Rate vs Statewide Avg: 146%

Peak Period Truck %: 5%

STATE ROUTE 32 SEGMENT FACT SHEET

PKm Ahead: 0.000
 PKm Back: 8.080
 Distance KM: 8.080

SEGMENT: BUT 4

Glenn/Butte Co. Line To Muir Ave. (Chico)

Ahead PM: 0.000
 Back PM: 5.022
 Miles: 5.022

Present Facility 2-Lane Conventional Highway

Concept Facility 5C - 4-Lane Conventional Highway with left-turn channelization where needed

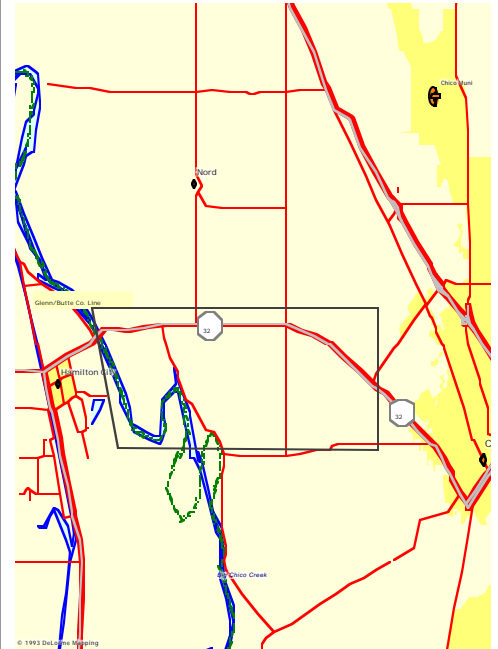
Ultimate Facility 5C - 4-Lane Conventional Highway with left-turn channelization where needed

Transportation Concept Improvements

Safety and operational improvements along with maintenance and rehabilitation will occur as needed.

Recommend local agencies enhance TSM/TDM/TCM measures to reduce traffic volumes.

Consideration should be given to widening facility to four-lane conventional standards with left-turn channelization where needed.



Levels of Service

Present LOS D

20-Year LOS No Build E

20-Year Concept LOS (Improved): D

General Plan LOS Standard

Plan Name LOS

Butte Co. General Plan D

Description - Rationale - General Comments

Segment 4 is a two-lane conventional highway between the Glenn/Butte County line and Muir Avenue, west of the City of Chico .

Lane and shoulder widths on this segment are inadequate for current and projected traffic conditions due to increases in the inter-regional traffic volume growth along this segment. The LOS will decline to LOS E by the year 2000. In order to help maintain LOS D, this facility should be widened to a four-lane conventional facility. Some left-turn channelization may also be required where needed.

Projects Programmed/Funded (RTIP/STIP/SHOPP)

Projects Listed in Local Long-Range Planning Documents i.e. MTPs, RTPs are not considered to be programmed

<p>LOCAL PLANNING JURISDICTIONS</p> <p>RTPA/ MPO Butte County County Association of Governments(BCAG) MR. JON CLARK, EXECUTIVE DIR., 479 A Oro Dam Boulevard Oroville, CA 95965 (916) 538-6866</p> <p>Air Quality District Butte Co. Air Pollution Control District, Lawrence Lodle, APCO 9287 MIDWAY, STE 1A, Durham, CA. 95938 (916) 891-2882</p>	<p style="text-align: center;">Air Quality</p> <p>The following information is a brief overview only. For specific environmental information, contact the Caltrans District 3 Environmental Offices. Air Basin: Northern Sacramento Air Basin</p> <hr/> <p>Federal Air Quality Non-Attainment Designations:</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 25%;">C0: Moderate</td> <td style="width: 25%;">OZONE: Transitional- Butte Co.</td> <td style="width: 25%;">PM10: None</td> <td style="width: 25%;"></td> </tr> <tr> <td></td> <td colspan="3">Requested Maintenance redesignation</td> </tr> </table>	C0: Moderate	OZONE: Transitional- Butte Co.	PM10: None			Requested Maintenance redesignation		
C0: Moderate	OZONE: Transitional- Butte Co.	PM10: None							
	Requested Maintenance redesignation								

Land Use

The land use is agricultural with rural residential development interspersed throughout the segment and it is not expected to change over the concept period.

As the existing Butte County General Plan (dated 1979) is becoming outdated, comments as to its impact on this segment of SR 32 would be inappropriate. Butte County is currently in the process of updating their General Plan. When updated, further discussion of its impacts will be addressed when the update is completed.

Modal options

Butte County Transit (BCT) is a public transit service that operates a Monday through Friday 6:30 a.m. to 6:30 p.m. public transit system with five peak period busses on three fixed-routes between the communities of Chico, Paradise, Oroville, Biggs, Gridley, Palermo and Durham

CATS is a public transit service that operates a Monday through Friday 6:30 a.m. to 7:30 p.m. with six fixed route system with the Chico city limits.

Highway Log Right of Way Information

Average Median Width: 0.00 Meters **Average Lane Width:** 3.66 Meters **Average Shoulder Width:** 0.00 Meters **No. Lanes:** 2

General Comments: Two 3.66m lanes. Shoulders 0.0m in most areas with an occasional .609m shoulder

Functional Classification and Highway Designation

Functional Classification: Principal Arterial

NHS 0 0= Non NHS, 1= Interstate, 2= High Priority Route, 3 & 4 STRAHNET, 5= Other NHS, 6= High Priority & STRAHNET, 7= NHS Connector

Freeway/Expressway 0 0= Non F&E, 1= F&E, 2= F&E Unconstructed

Scenic 0 0=Non Scenic, 1 =Officially Designated, 2= Eligible

Nat'l Truck Network 0 0=Non NTN, 1 =NTN STAA Trucks, 2= Terminal Access Rte.

Life Line 0 0=Non Life Line, 1=Life Line Route

IRRS 0 0=Non IRRS, 1 =IRRS, 2= IRRS Unconst, 3=Non IRRS, unconst

Traffic Analysis and Highway Information

<u>Year</u>	<u>AADT</u>	<u>PeakHourly Volumes</u>	<u>V/C Ratio</u>	<u>LOS</u>	Traffic Analysis Comments
1995	10,400	1,000	.38	D	
2005	14,000	1,350	.55	D	
2015	17,600	1,690	0.64	D	

% Traffic Growth/Yr: <u>3%</u>	Land Use:	Future 20-Year Land Use: <u>RUR/RES</u>
Terrain: <u>Level</u>	Peak Period Dir Split: <u>51%</u>	Daily Truck %: <u>11%</u>
Total Accident Rate vs Statewide Average: <u>69%</u>	Fatalities + Injuries Acc Rate vs Statewide Avg: <u>93%</u>	Peak Period Truck %: <u>9%</u>

STATE ROUTE 32 SEGMENT FACT SHEET

PKm Ahead: 8.080
 PKm Back: 13.463
 Distance KM: 5.382

SEGMENT: BUT 5
 MUIR AVE. TO W. 1ST STREET

Ahead PM: 5.022
 Back PM: 8.367
 Miles: 3.345

Present Facility 2-Lane Conventional Highway

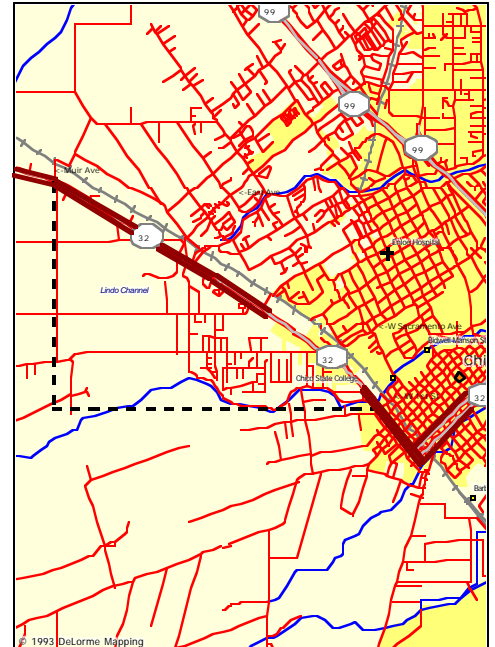
Concept Facility 5C - 4-Lane Conventional Highway with left-turn channelization

Ultimate Facility 5C - 4-Lane Conventional Highway with left-turn channel

Transportation Concept Improvements

Widen facility to four-lane conventional highway standards and add continuous left-turn channelization and a Class II bicycle lane in each direction.

Recommend enhancement of local and regional TSM/TDM/TCM measures be implemented to reduce traffic volumes.



Levels of Service

Present LOS B

20-Year LOS No Build C

20-Year Concept LOS (Improved): E

General Plan LOS Standard

Plan Name LOS

City of Chico General Plan D

Description - Rationale - General Comments

Segment 5 is a two-lane conventional highway between Muir Avenue and West First Street in the City of Chico.

The City of Chico has proposed to upgrade State Route 32 between East Avenue and West First Street to five lanes with a continuous left-turn lane and Class II bike lanes. These are priority projects of the "Unfunded Projects" listed in the BCAG 1994 RTIP. In addition, the City proposes a separate Class I bike path parallel to State Route 32 between East Avenue and West First Avenue. The City of Chico also proposes to signalize the intersection of State Route 32/East Avenue/North Lindo Avenue.

The following applies to segments 5, 6, and 7:

The Highway 32/Eaton Road Alignment Study (North Chico Bypass)

was completed in August 1993 for the City of Chico. The study identifies three possible alignments to connect State Route 32 with State Route 99, with the intention of separating local trips from through trips and lessening traffic demands on State Route 32 in the City of Chico west of State Route 99. The recommended alternative would connect Muir Avenue with the junction of State Route 99 and Eaton Road. BCAG lists a North Chico bypass project in their 1994 Regional Transportation Improvement Program (RTIP) on Table 7 "Short and Long Range Projects Without Assured Funding" in Chapter 8.

Until a North Chico Bypass Route Adoption Study is completed and there is actual California Transportation Commission (CTC) adoption of an alignment, Butte County and the City of Chico should consider limiting development within this corridor (Segments 5, 6, and 7). Local financial participation is critical to the successful implementation of the proposed bypass.

Projects Programmed/Funded (RTIP/STIP/SHOPP)

Projects Listed in Local Long-Range Planning Documents i.e. MTPs, RTPs are not considered to be programmed

1996 STIP	East Ave. to 1st Street/ Construct Class 1 Bikeway.\$791,000	1994 Butte Co. CMP Update	1. Construct bypass Muir Ave. to SR 99/Eaton Road. 2. Widen to 4-lanes Muir Ave. to W. 1st Street.	Intersection improvements on 32, 99 & East Ave. \$1.679 Mil (partially completed-). Segment also includes - improvements to SR 32 @ East Ave.; and SR 32 @ W. 8th Street (both constructed)
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RTPA/ MPO	LOCAL PLANNING JURISDICTIONS Butte County County Association of Governments(BCAG) MR. JON CLARK, EXECUTIVE DIR., 479 A Oro Dam Boulevard Oroville, CA 95965 (916) 538-6866	Air Quality		
		The following information is a brief overview only. For specific environmental information, contact the Caltrans District 3 Environmental Offices. Air Basin: Northern Sacramento Air Basin		
Air Quality District	Butte CO. Air Pollution Control District, Lawrence Lodle, APCO 9287 MIDWAY, STE 1A, Durham, CA. 95938 (916) 891-2882	Federal Air Quality Non-Attainment Designations:		
		C0: Moderate	OZONE: Transitional- Butte Co. Requested Maintenance redesignation	PM10: None

Land Use

This segment is partially developed with commercial businesses, apartments and single family homes. Residential densities increase substantially between Eighth Avenue and First Street. There are a large number of apartments located along this portion of State Route 32, the majority of which provide housing for students at California State University at Chico (CSUC). This segment is expected to continue to develop over the next 20 years, mostly in multifamily residential land uses with high density housing. The high use by pedestrians and bicyclists on this portion of State Route 32 is due to the student population at CSUC.

As the existing Butte County General Plan (dated 1979) is becoming outdated, comments as to its impact on this segment of SR 32 would be inappropriate. Butte County is currently in the process of updating their General Plan. When updated, further discussion of its impacts will be addressed when the update is completed.

Modal options

Butte County Transit (BCT) is a public transit service that operates a Monday through Friday 6:30 a.m. to 6:30 p.m. public transit system with five peak period busses on three fixed-routes between the communities of Chico, Paradise, Oroville, Biggs, Gridley, Palermo and Durham

CATS is a public transit service that operates a Monday through Friday 6:30 a.m. to 7:30 p.m. with six fixed route system with the Chico city limits.

Highway Log Right of Way Information

Average Median Width: 0.00 Meters **Average Lane Width:** 3.66 Meters **Average Shoulder Width:** 2.44 Meters **No. Lanes:** 2

General Comments: Two 3.66m lanes -- 7.32m to West Lindo and four 3.66m lanes for remainder

Functional Classification and Highway Designation

Functional Classification: Principal Arterial

NHS **0** 0= Non NHS, 1= Interstate, 2= High Priority Route, 3 & 4 STRAHNET, 5= Other NHS, 6= High Priority & STRAHNET, 7= NHS Connector

Freeway/Expressway

NO 0= Non F&E, 1= F&E, 2= F&E Unconstructed

Scenic **0** 0=Non Scenic, 1 =Officially Designated, 2= Eligible

Nat'l Truck Network

0 0=Non NTN, 1 =NTN STAA Trucks, 2= Terminal Access Rte.

Life Line **0** 0=Non Life Line, 1=Life Line Route

IRRS

0 0=Non IRRS, 1 =IRRS, 2= IRRS Unconst, 3=Non IRRS, unconst

Traffic Analysis and Highway Information

<u>Year</u>	<u>AADT</u>	<u>PeakHourly Volumes</u>	<u>V/C Ratio</u>	<u>LOS</u>	Traffic Analysis Comments
1995	22,600	1,850	.31	B	Due to the varying distances between traffic signals along this segment, the v/c ratios from the traffic analysis model used fluctuated greatly and cannot be identified here. However, average travel
2005	26,100	2,140	.42	C	
2015	29,600	2,420	0.47	E	

% Traffic Growth/Yr: 4%

Land Use:

Future 20-Year Land Use: URB/MIXRES

Terrain: Level

Peak Period Dir Split: 51%

Daily Truck %: 9%

Total Accident Rate vs Statewide Average: 114%

Fatalities + Injuries Acc Rate vs Statewide Avg: 127%

Peak Period Truck %: 7%

STATE ROUTE 32 SEGMENT FACT SHEET

PKm Ahead: 13.463
 PKm Back: 14.174
 Distance KM: 0.711

SEGMENT: BUT 6
W. 1ST ST. TO 8TH ST (CHICO)

Ahead PM: 8.367
 Back PM: 8.809
 Miles: 0.442

Present Facility 4-Lane Conventional Highway

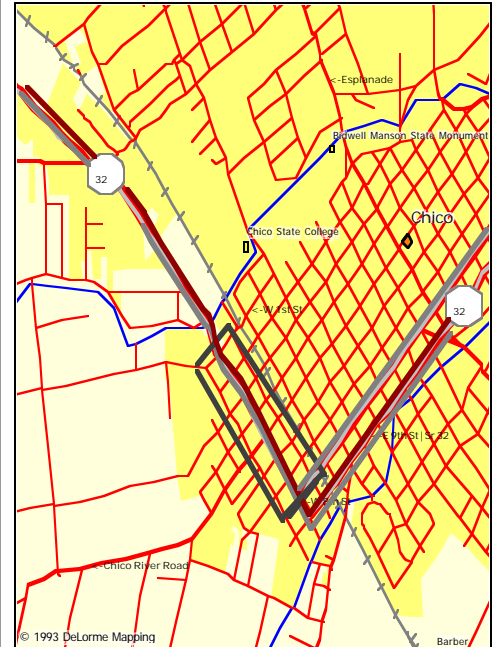
Concept Facility 4-Lane Conventional Highway

Ultimate Facility 4-Lane Conventional Highway

Transportation Concept Improvements

Due to buildout, it is unlikely that any major improvement can be made that will improve LOS.

Recommend TSM/TDM/TCM measures be implemented to reduce traffic volumes.



Levels of Service

Present LOS	C
20-Year LOS No Build	D
20-Year Concept LOS (Improved):	E

General Plan LOS Standard

Plan Name	LOS
City of Chico General Plan	D

Description - Rationale - General Comments

Segment 6 is a four-lane undivided conventional highway with continuous left-turn channelization between West First Street and the beginning of the one-way couplet at Eighth Street in the City of Chico .

Because this segment of State Route 32 is developed with commercial and residential development, it is unlikely that improvements to maintain the LOS standard of D would be cost effective. Recommend that Travel Demand Management measures be implemented to reduce traffic volumes. This segment will fall below LOS standard of D by the year 2000 without the North Chico Bypass or some other mechanism to reduce impacts from the anticipated traffic volume.

The City of Chico proposes signals in the 1994 RTIP at the intersections of State Route 32/3rd Street, West 8th and West 9th Streets and the construction of railroad underpass on West 8th (State Route 32) and West 9th Streets (State Route 32).

The following applies to segments 5, 6, and 7:

The Highway 32/Eaton Road Alignment Study (North Chico Bypass)

was completed in August 1993 for the City of Chico. The study identifies three possible alignments to connect State Route 32 with State Route 99, with the intention of separating local trips from through trips and lessening traffic demands on State Route 32 in the City of Chico west of State Route 99. The recommended alternative would connect Muir Avenue with the junction of State Route 99 and Eaton Road. BCAG lists a North Chico bypass project in their 1994 Regional Transportation Improvement Program (RTIP) on Table 7 "Short and Long Range Projects Without Assured Funding" in Chapter 8.

Until a North Chico Bypass Route Adoption Study is completed and there is actual California Transportation Commission (CTC) adoption of an alignment, Butte County and the City of Chico should consider limiting development within this corridor (Segments 5, 6, and 7) . Local financial participation is critical to the successful implementation of the proposed bypass.

Projects Programmed/Funded (RTIP/STIP/SHOPP)

Projects Listed in Local Long-Range Planning Documents i.e. MTPs, RTPs are not considered to be programmed

1996 STIP	Modify various intersections @ SRs 32 and 99, E. Ave. \$1.654 mil. Const., \$791 R/W -- 96/7 fy.	Butte FSTIP 1995 for 94/5 through 98/99	Intersection improvements on 32, 99 & East Ave. \$1.679 Mil (partially completed). This segment includes SR 32 @ 3rd Street in Chico (Project was advertised 8/96)
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LOCAL PLANNING JURISDICTIONS RTPA/ MPO Butte County County Association of Governments(BCAG) MR. JON CLARK, EXECUTIVE DIR., 479 A Oro Dam Boulevard Oroville, CA 95965 (916) 538-6866 FAX (916) 538-6868 Air Quality District Butte CO. Air Pollution Control District, Lawrence Lodle, APCO 9287 MIDWAY, STE 1A, Durham, CA. 95938 (916) 891-2882		Air Quality The following information is a brief overview only. For specific environmental information, contact the Caltrans District 3 Environmental Offices. Air Basin: Northern Sacramento Air Basin
		Federal Air Quality Non-Attainment Designations: C0: Moderate OZONE: Transitional- Butte Co. Requested Maintenance redesignation PM10: None

Land Use

Along this segment of State Route 32 the land use is built out with commercial business, apartments, single- and multi-family residential uses. There are a large number of apartments located along this portion of State Route 32, the majority of which provide housing for students at California State University at Chico (CSUC).

As the existing Butte County General Plan (dated 1979) is becoming outdated, comments as to its impact on this segment of SR 32 would be inappropriate. Butte County is currently in the process of updating their General Plan. When updated, further discussion of its impacts will be addressed when the update is completed.

Modal options

Butte County Transit (BCT) is a public transit service that operates Monday through Friday 6:30 a.m. to 6:30 p.m. with five peak period buses on three fixed-routes between the communities of Chico, Paradise, Oroville, Biggs, Gridley, Palermo and Durham

CATS is a public transit service that operates a Monday through Friday 6:30 a.m. to 7:30 p.m. with six fixed route system with the Chico city limits.

Highway Log Right of Way Information

Average Median Width:	<u>0.00</u> Meters	Average Lane Width:	<u>3.66</u> Meters	Average Shoulder Width:	<u>2.74</u> Meters	No. Lanes:	<u>4</u>
General Comments: Two lanes per direction with continuous left-turn lane.							

Functional Classification and Highway Designation

Functional Classification: Principal Arterial

NHS 0 0= Non NHS, 1= Interstate, 2= High Priority Route, 3 & 4 STRAHNET, 5= Other NHS, 6= High Priority & STRAHNET, 7= NHS Connector

Freeway/Expressway 0 0= Non F&E, 1= F&E, 2= F&E Unconstructed

Scenic 0 0=Non Scenic, 1 =Officially Designated, 2= Eligible

Nat'l Truck Network 0 0=Non NTN, 1 =NTN STAA Trucks, 2= Terminal Access Rte.

Life Line 0 0=Non Life Line, 1=Life Line Route

IRRS 0 0=Non IRRS, 1 =IRRS, 2= IRRS Unconst, 3=Non IRRS, unconst

Traffic Analysis and Highway Information

<u>Year</u>	<u>AADT</u>	<u>PeakHourly Volumes</u>	<u>V/C Ratio</u>	<u>LOS</u>	Traffic Analysis Comments
1995	20,000	1,900	.38	C	Due to the varying distances between traffic signals along this segment, the v/c ratios from the traffic analysis model used fluctuated greatly and cannot be identified here. However, average travel
2005	23,700	2,250	.46	D	
2015	27,400	2,600	0.51	E	

% Traffic Growth/Yr:	<u>7%</u>	Land Use:		Future 20-Year Land Use:	<u>URB/MIXRES</u>
Terrain:	<u>Level</u>	Peak Period Dir Split:	<u>55%</u>	Daily Truck %:	<u>9%</u>
Total Accident Rate vs Statewide Average:	<u>176%</u>	Fatalities + Injuries Acc Rate vs Statewide Avg:	<u>148%</u>	Peak Period Truck %:	<u>7%</u>

STATE ROUTE 32 SEGMENT FACT SHEET

PKM Ahead: 14.174
 PKM Back: 16.541
 Distance KM: 2.367

SEGMENT: BUT 7

8TH /9TH ST TO FIR STREET (CHICO)

Ahead PM: 8.809
 Back PM: 10.280
 Miles: 1.471

Present Facility 4/6- Lane Conventional Highway - Couplets

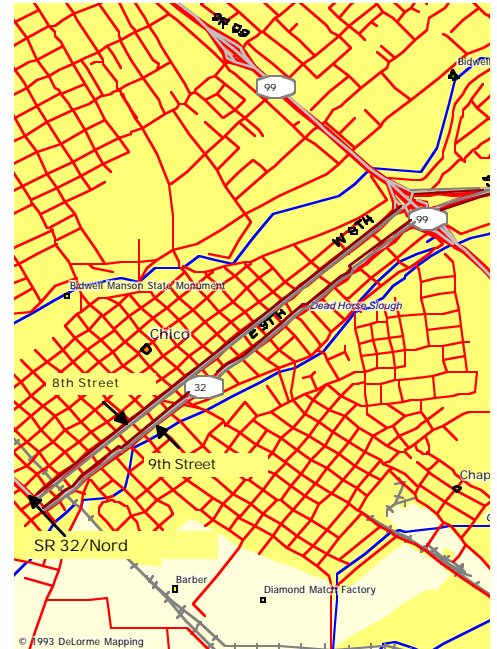
Concept Facility 4/6- Lane Conventional Highway - Couplets

Ultimate Facility 4/6- Lane Conventional Highway - Couplets

Transportation Concept Improvements

No improvements are proposed for these segments at this time. However, at the end of the twenty year planning period, as the level of service continues to decline, consideration should be given to the removal of on street parking along these segments to expand the facility.

Recommend TSM/TDM/TCM measures be implemented to reduce congestion.



Levels of Service	
Present LOS	C
20-Year LOS No Build	F
20-Year Concept LOS (Improved):	E
General Plan LOS Standard	
Plan Name	LOS
City of Chico	D

Description - Rationale - General Comments

State Route 32 runs along Eighth Street Segment 7B (westbound) and Ninth Street Segment 7A (eastbound) crossing Main Street and Broadway, the primary access streets to the old central business district of Chico. The facility consists of two one-way couplets (3 lane city streets) between Walnut Street and Pine Street (east of State Route 99) at which point the facility becomes two one-way couplets (two-lane city streets) between Pine and Fir Streets ending just east of the State Route 32/State Route 99 junction.

A Caltrans Park and Ride facility is located at the Fir Street/State Route 32 Intersection in the City of Chico east of the State Route 32/State Route 99 junction. This rideshare lot has 73 paved vehicle parking spaces and 8 bicycle lockers. The facility operates at capacity during the college year.

Beyond the 20-year planning period the level of service along these couplets will begin to decline. Expanding the capacity of the couplets, i.e., removing on-street parking may be an option, however, local opinion may preclude expansion. Recommend Travel Demand Management measures be enhanced to reduce traffic volume.

The following applies to segments 5, 6, and 7:

The Highway 32/Eaton Road Alignment Study (North Chico Bypass)

was completed in August 1993 for the City of Chico. The study identifies three possible alignments to connect State Route 32 with State Route 99, with the intention of separating local trips from through trips and lessening traffic demands on State Route 32 in the City of Chico west of State Route 99. The recommended alternative would connect Muir Avenue with the junction of State Route 99 and Eaton Road. BCAG lists a North Chico bypass project in their 1994 Regional Transportation Improvement Program (RTIP) on Table 7 "Short and Long Range Projects Without Assured Funding" in Chapter 8.

Until a North Chico Bypass Route Adoption Study is completed and there is actual California Transportation Commission (CTC) adoption of an alignment, Butte County and the City of Chico should consider limiting development within this corridor (Segments 5, 6, and 7). Local financial participation is critical to the successful implementation of the proposed bypass.

Projects Programmed/Funded (RTIP/STIP/SHOPP)

Projects Listed in Local Long-Range Planning Documents i.e. MTPs, RTPs are not considered to be programmed

1994 Butte Co. CMP Update	Grade separation: 8th/9th Sts. @ SP Railroad tracks. \$11.107 mil	1994 Butte Co. MTP	Grade separation: 8th/9th Sts. @ SP Railroad tracks. \$11.107 mil
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LOCAL PLANNING JURISDICTIONS

**RTPA/
MPO**

Butte County County Association of Governments(BCAG)
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**Air
Quality
District**

Butte CO. Air Pollution Control District,
Lawrence Lodle, APCO
9287 MIDWAY, STE 1A,
Durham, CA. 95938 (916) 891-2882

Air Quality

The following information is a brief overview only. For specific environmental information, contact the Caltrans District 3 Environmental Offices.

Air Basin: Northern Sacramento Air Basin

Federal Air Quality Non-Attainment Designations:

CO: Moderate	OZONE: Transitional- Butte Co. Requested Maintenance redesignation	PM10: None
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Land Use

The land use along the first portion of this segment is predominantly residential, with limited commercial uses. As the segment approaches the central business district land use becomes predominately commercial and is at buildout, with on-street parking and driveway access points on both sides of each couplet.

As the existing Butte County General Plan (dated 1979) is becoming outdated, comments as to its impact on this segment of SR 32 would be inappropriate. Butte County is currently in the process of updating their General Plan. When updated, further discussion of its impacts will be addressed when the update is completed.

Modal options

Butte County Transit (BCT) is a public transit service that operates Monday through Friday 6:30 a.m. to 6:30 p.m. with five peak period buses on three fixed-routes between the communities of Chico, Paradise, Oroville, Biggs, Gridley, Palermo and Durham

CATS is a public transit service that operates a Monday through Friday 6:30 a.m. to 7:30 p.m. with six fixed route system with the Chico city limits.

Highway Log Right of Way Information

Average Median Width: 0.00 Meters **Average Lane Width:** 3.66 Meters **Average Shoulder Width:** 2.44 Meters **No. Lanes:** 6

General Comments:

Couplets separated by a city block. Westerly dir: three 3.66m lanes (10.97m) with 2.74m shoulders. Easterly dir: three 3.66m lanes (10.97m) narrowing to two lanes 7.31m. Shoulders range from 0.0m for approximately 1m and widening to 2.438m.

Functional Classification and Highway Designation

Functional Classification: Principal Arterial

NHS **0** 0= Non NHS, 1= Interstate, 2= High Priority Route, 3 & 4 STRAHNET, 5= Other NHS, 6= High Priority & STRAHNET, 7= NHS Connector

Freeway/Expressway **0** 0= Non F&E, 1= F&E, 2= F&E Unconstructed

Scenic **0** 0=Non Scenic, 1 =Officially Designated, 2= Eligible

Nat'l Truck Network **0** 0=Non NTN, 1 =NTN STAA Trucks, 2= Terminal Access Rte.

Life Line **0** 0=Non Life Line, 1=Life Line Route

IRRS **0** 0=Non IRRS, 1 =IRRS, 2= IRRS Unconst, 3=Non IRRS, unconst

Traffic Analysis and Highway Information

<u>Year</u>	<u>AADT</u>	<u>Peak Hourly Volumes</u>	<u>V/C Ratio</u>	<u>LOS</u>	Traffic Analysis Comments
1995	32,600	3,050	.39	C	As This Segment Is A City Two-way Couplet, V/c Ratios Were Developed Via Volumes In Peak Direction. Due to the varying distances between traffic signals along this segment, the v/c ratios from the traffic analysis model used fluctuated
2005	38,800	3,630	.41	C	
2015	45,000	4,210	1.00	E	

% Traffic Growth/Yr: 7%

Land Use:

Future 20-Year Land Use: URB/MIXRES

Terrain: Level

Peak Period Dir Split: 55%

Daily Truck %:

Total Accident Rate vs Statewide Average: 186%

Fatalities + Injuries Acc Rate vs Statewide Avg: 171%

Peak Period Truck %:

STATE ROUTE 32 SEGMENT FACT SHEET

PKm Ahead: 16.541
 PKm Back: 19.992
 Distance KM: 3.451

SEGMENT: BUT 8
FIR ST. TO YOSEMITE DR. (CHICO)

Ahead PM: 10.280
 Back PM: 12.425
 Miles: 2.145

Present Facility 2-Lane Conventional Highway

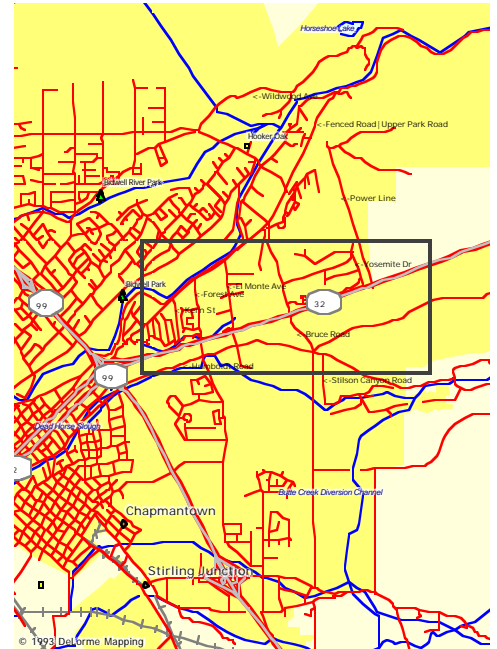
Concept Facility 6-Lane Conventional Highway

Ultimate Facility 6-Lane Conventional Highway

Transportation Concept Improvements

Widen facility to a 6-lane conventional standards with left-turn channelization and signals where warranted.

Local land use decisions are driving the need for this improvement. Local agencies should prepare a traffic study to determine the extent of improvement needs for local roads. Mitigation measures and fees should be developed to finance both state and local roadway improvements within this area.



Levels of Service

Present LOS D

20-Year LOS No Build F

20-Year Concept LOS (Improved): E

General Plan LOS Standard

Plan Name LOS

City of Chico D

Description - Rationale - General Comments

Segment 8 is a two-lane expressway with a 9.75 meter (32-foot) wide roadbed between the end of the two one-way couplets at Fir Street (east of State Route 99) to Yosemite Drive at the west side of the City of Chico.

Expansion of the new Chico Mall area and increasing growth of residential development in this segment of State Route 32 in the past years has warranted the signalization of Forest Avenue, Bruce Road and the El Monte Avenue intersections. Widening State Route 32 to a six-lane expressway with left-turn channelization may be necessary by the year 2015. The City of Chico should protect this segment of the State Route 32 corridor from any further development to reduce the cost of needed right of way for future improvement. The deterioration in LOS and needed improvements will be directly attributable to development occurring along this segment. City of Chico should perform a traffic study to identify impacts to State Route 32 from development in the city and collect development fees to construct a state facility based on these impacts.

Projects Programmed/Funded (RTIP/STIP/SHOPP)

Projects Listed in Local Long-Range Planning Documents i.e. MTPs, RTPs are not considered to be programmed

1994 Butte Co. CMP Update	Widen to 4-lanes .3 mi. W. of Forest Ave. to Bruce	1994 Butte Co. MTP	Widen to 4-lanes .3 mi. W. of Forest Ave. to Bruce Rd. \$4.542 mil	Intersection improvements on 32, 99 & East Ave. \$1.679 Mil. (partially completed). This segment : 32 @ Forest Avenue and 32 @ Bruce Road (both constructed),& 32 @ El Monte
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LOCAL PLANNING JURISDICTIONS

**RTPA/
MPO**

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**Air
Quality
District**

Butte CO. Air Pollution Control District,
Lawrence Lodle, APCO
9287 MIDWAY, STE 1A,
Durham, CA. 95938 (916) 891-2882

Air Quality

The following information is a brief overview only. For specific environmental information, contact the Caltrans District 3 Environmental Offices.

Air Basin: Northern Sacramento Air Basin

Federal Air Quality Non-Attainment Designations:

CO: Moderate	OZONE: Transitional- Butte Co. Requested Maintenance redesignation	PM10: None
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Land Use

Land use along this segment is transitioning from agricultural and rural residential to commercial, and low and medium density residential. This segment is expected to grow substantially over the next 20 years, with the majority of the growth expected within the next 10-20 year period. Currently, the area around the new Chico Mall south of State Route 32 near Forest Avenue is sustaining rapid commercial and medium density residential development. The area north of State Route 32, near Bruce Road, is also rapidly developing with low and medium density housing. This segment will experience an accelerated deterioration in LOS due to the local development.

As the existing Butte County General Plan (dated 1979) is becoming outdated, comments as to its impact on this segment of SR 32 would be inappropriate. Butte County is currently in the process of updating their General Plan. When updated, further discussion of its impacts will be addressed when the update is completed.

Modal options

Butte County Transit (BCT) is a public transit service that operates Monday through Friday 6:30 a.m. to 6:30 p.m. with five peak period buses on three fixed-routes between the communities of Chico, Paradise, Oroville, Biggs, Gridley, Palermo and Durham

CATS is a public transit service that operates a Monday through Friday 6:30 a.m. to 7:30 p.m. with six fixed route system with the Chico city limits.

Highway Log Right of Way Information

Average Median Width:	<u>0.00</u>	Meters	Average Lane	<u>3.66</u>	Meters	Average Shoulder	<u>1.22</u>	Meters	No. Lanes:	<u>2</u>
General Comments:			Widths:			Widths:				

Functional Classification and Highway Designation

Functional Classification: Principal Arterial

NHS **0** 0= Non NHS, 1= Interstate, 2= High Priority Route, 3 & 4 STRAHNET, 5= Other NHS, 6= High Priority & STRAHNET, 7= NHS Connector

Freeway/Expressway **0** 0= Non F&E, 1= F&E, 2= F&E Unconstructed

Scenic **0** 0=Non Scenic, 1 =Officially Designated, 2= Eligible

Nat'l Truck Network **0** 0=Non NTN, 1 =NTN STAA Trucks, 2= Terminal Access Rte.

Life Line **0** 0=Non Life Line, 1=Life Line Route

IRRS **0** 0=Non IRRS, 1 =IRRS, 2= IRRS Unconst, 3=Non IRRS, unconst

Traffic Analysis and Highway Information

<u>Year</u>	<u>AADT</u>	<u>PeakHourly Volumes</u>	<u>V/C Ratio</u>	<u>LOS</u>	Traffic Analysis Comments
1995	14,000	1,450	.56	D	
2005	25,300	2,620	1.01	F	
2015	36,500	3,780	1.46	E	

% Traffic Growth/Yr: 8.6%

Land Use:

Future 20-Year Land Use:

Terrain: Level

Peak Period Dir Split: 55%

Daily Truck %:

Total Accident Rate vs Statewide Average: 120%

Fatalities + Injuries Acc Rate vs Statewide Avg: 109%

Peak Period Truck %: 5%

STATE ROUTE 32 SEGMENT FACT SHEET

PKm Ahead: 19.992
 PKm Back: 60.738
 Distance KM: 40.746

SEGMENT: BUT 9
YOSEMITE DRIVE TO THE TEHAMA CO. LINE

Ahead PM: 12.425
 Back PM: 37.749
 Miles: 25.324

Present Facility 2-Lane Conventional Highway

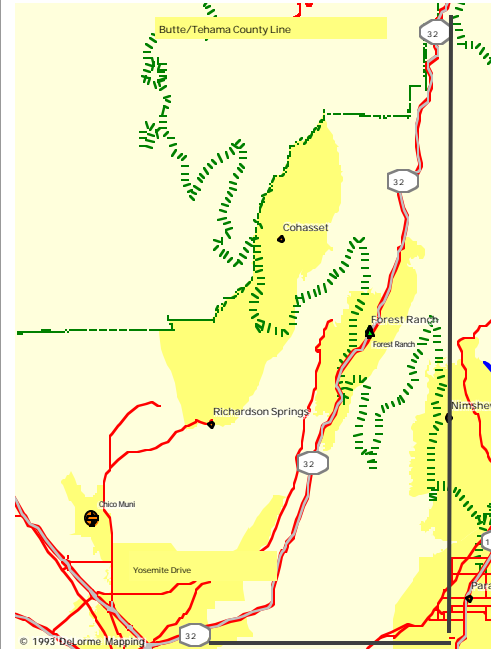
Concept Facility 2-Lane Conventional Highway

Ultimate Facility 2-Lane Conventional Highway

Transportation Concept Improvements

No capacity improvements are necessary to achieve the route concept.

Safety and operational improvements along with maintenance and rehabilitation will occur as needed.



Levels of Service	
Present LOS	B
20-Year LOS No Build	C
20-Year Concept LOS (Improved):	D

General Plan LOS Standard	
Plan Name	LOS
City of Chico	D

Description - Rationale - General Comments

Segment 9 is a two-lane conventional highway, between Yosemite Drive on the east side of the City of Chico to just north of the town of Lomo near the Butte/Tehama County line (District 02/03 boundary). The highway travels through rolling to mountainous terrain and is the main access route to Lassen National Park from Chico.

Safety and operational improvements along with normal maintenance and rehabilitation should keep this segment from exceeding the LOS standard of "D".

Projects Programmed/Funded (RTIP/STIP/SHOPP)

Projects Listed in Local Long-Range Planning Documents i.e. MTPs, RTPs are not considered to be programmed

1994 STIP Install signals @ Forest Ave. & El Monte Ave.
(Bruce Road is near completion) \$ 1.606 mi.

LOCAL PLANNING JURISDICTIONS

**RTPA/
MPO**

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**Air
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9287 MIDWAY, STE 1A,
Durham, CA. 95938 (916) 891-2882

Air Quality

The following information is a brief overview only. For specific environmental information, contact the Caltrans District 3 Environmental Offices.

Air Basin: Northern Sacramento Air Basin

Federal Air Quality Non-Attainment Designations:

C0: Moderate **OZONE:** Transitional- Butte Co. **PM10:** None
Requested Maintenance redesignation

Land Use

The area along this segment is sparsely populated and mostly forested land. This segment is predicted to experience only minor population growth in the future as outlined in the Butte County General Plan. The City of Chico General Plan has designated the area south of SR 32 east of Bruce Road to the eastern end of the Chico City limits as a Special Development Area with higher residential densities at the western boundary and lower density residential zoning progressing eastward to the area boundary.

As the existing Butte County General Plan (dated 1979) is becoming outdated, comments as to its impact on this segment of SR 32 would be inappropriate. Butte County is currently in the process of updating their General Plan. When updated, further discussion of its impacts will be addressed when the update is completed.

Modal options

Butte County Transit (BCT) is a public transit service that operates Monday through Friday 6:30 a.m. to 6:30 p.m. with five peak period buses on three fixed-routes between the communities of Chico, Paradise, Oroville, Biggs, Gridley, Palermo and Durham

CATS is a public transit service that operates a Monday through Friday 6:30 a.m. to 7:30 p.m. with six fixed route system with the Chico city limits.

Highway Log Right of Way Information

Average Median Width: 0.00 Meters **Average Lane Width:** 3.66 Meters **Average Shoulder Width:** 0.61 Meters **No. Lanes:** 2

General Comments:
Shoulders: Treated 1.219m (4') to Noel Avenue and .6096m (2') to the Tehama Co. Line
Lanes: Two-lane expressway - Two 3.6576m (12') lanes

Functional Classification and Highway Designation

Functional Classification: Principal Arterial

NHS **0** 0= Non NHS, 1= Interstate, 2= High Priority Route, 3 & 4 STRAHNET, 5= Other NHS, 6= High Priority & STRAHNET, 7= NHS Connector

Freeway/Expressway **0** 0= Non F&E, 1= F&E, 2= F&E Unconstructed

Scenic **0** 0=Non Scenic, 1 =Officially Designated, 2= Eligible

Nat'l Truck Network **0** 0=Non NTN, 1 =NTN STAA Trucks, 2= Terminal Access Rte.

Life Line **0** 0=Non Life Line, 1=Life Line Route

IRRS **0** 0=Non IRRS, 1 =IRRS, 2= IRRS Unconst, 3=Non IRRS, unconst

Traffic Analysis and Highway Information

<u>Year</u>	<u>AADT</u>	<u>Peak Hourly Volumes</u>	<u>V/C Ratio</u>	<u>LOS</u>	Traffic Analysis Comments
1995	3,100	290	.14	B	
2005	4,600	430	.21	C	
2015	6,100	570	0.28	D	

% Traffic Growth/Yr: 4.25%

Land Use:

Future 20-Year Land Use:

Terrain: Level

Peak Period Dir Split: 55%

Daily Truck %:

Total Accident Rate vs Statewide Average: 54%

Fatalities + Injuries Acc Rate vs Statewide Avg: 51%

Peak Period Truck %: 5%